

House Public Works & Highways Committee

DOT OVERVIEW

THE COLOR OF MONEY

CONSTRUCTION PROGRAM SUMMARY

STATE'S TRANSIT SERVICES

January 19, 2017

Presented By:

Victoria Sheehan, Commissioner

Christopher Waszczuk, Deputy Commissioner

Patrick Herlihy, Director of Aeronautics, Rail & Transit

Mission

Transportation excellence enhancing the quality of life in New Hampshire

Purpose

Transportation excellence in New Hampshire is fundamental to the state's economic development. The Department is charged with providing safe travel options for people and goods and to provide a system that is well maintained, efficient, and reliable.

New Hampshire Department of Transportation

**Assistant Commissioner
and Chief Engineer**

Commissioner

Deputy Commissioner

Directors

Project Development

Operations

Finance

**Policy &
Administration**

**Aeronautics,
Rail & Transit**

Bureau Administrators and District Engineers

Highway
Design

Materials &
Research

Bridge Design

Project
Management

Environment

Right-of-Way

Construction

Planning &
Community
Assistance

Highway
Maintenance
(District Offices)

Bridge
Maintenance

Turnpikes

Mechanical
Services

Traffic

Transportation
Systems Management
and Operations

Finance &
Contracts

Audit

Human
Resources

Stewardship &
Compliance

Federal Labor
Compliance

Hearings &
Legislation

Public
Information
Officer

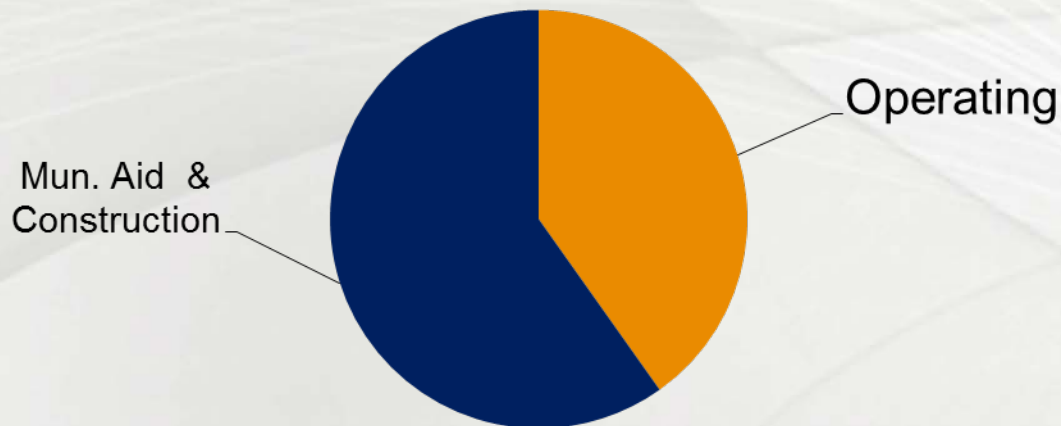
Aeronautics

Railroads
& Public
Transportation



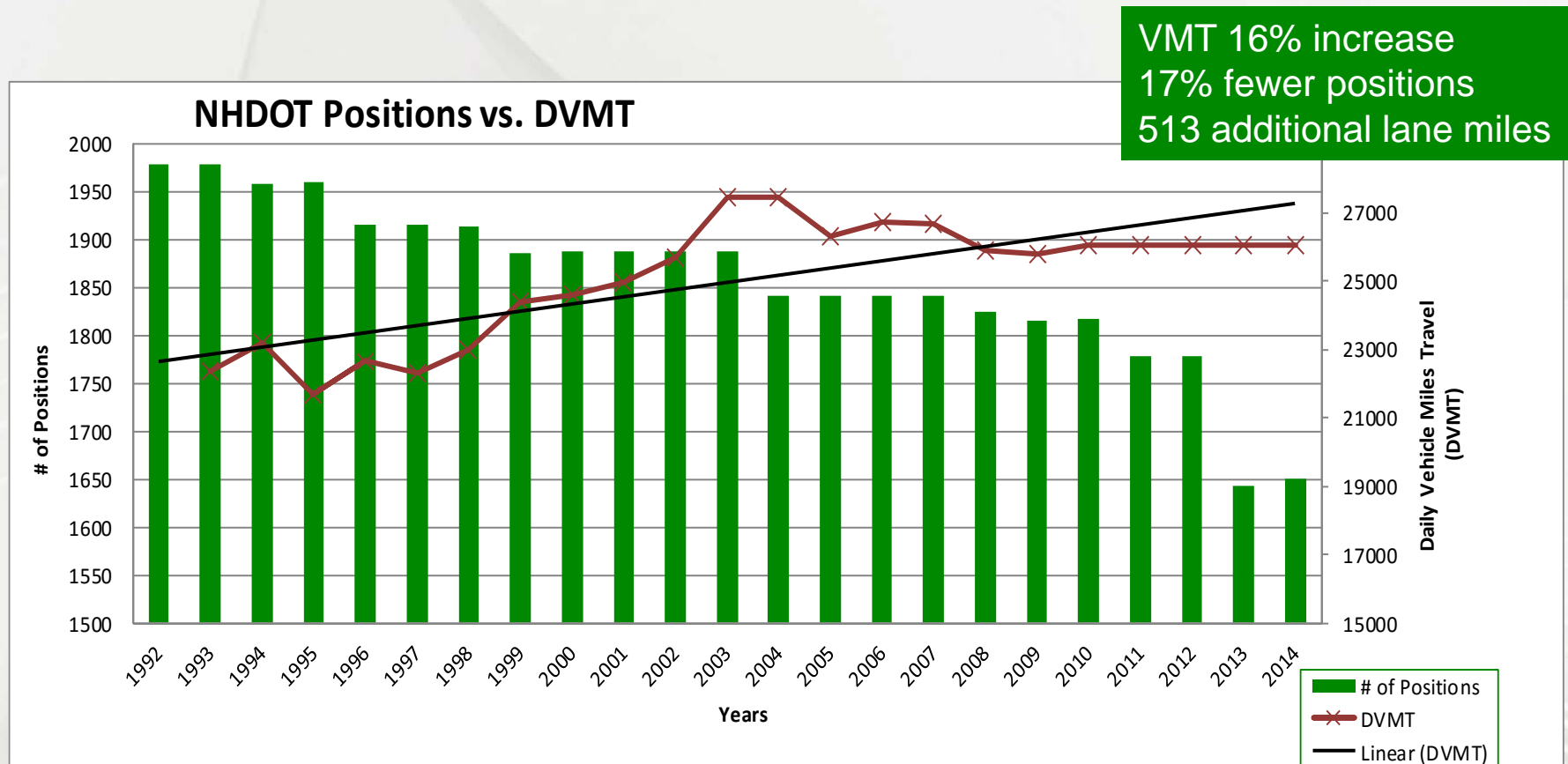
Key Facts About NHDOT

- FY 2016 Actual Expenditures = \$600 million
 - Operating Costs = \$241 million
 - Municipal Aid and Construction Costs = \$359 million



- Comprised of various funding sources
 - Highway Fund, Turnpike Fund, Federal funds, General Fund, Other revenue

NHDOT - Positions



* FY14 includes 21 unfunded positions

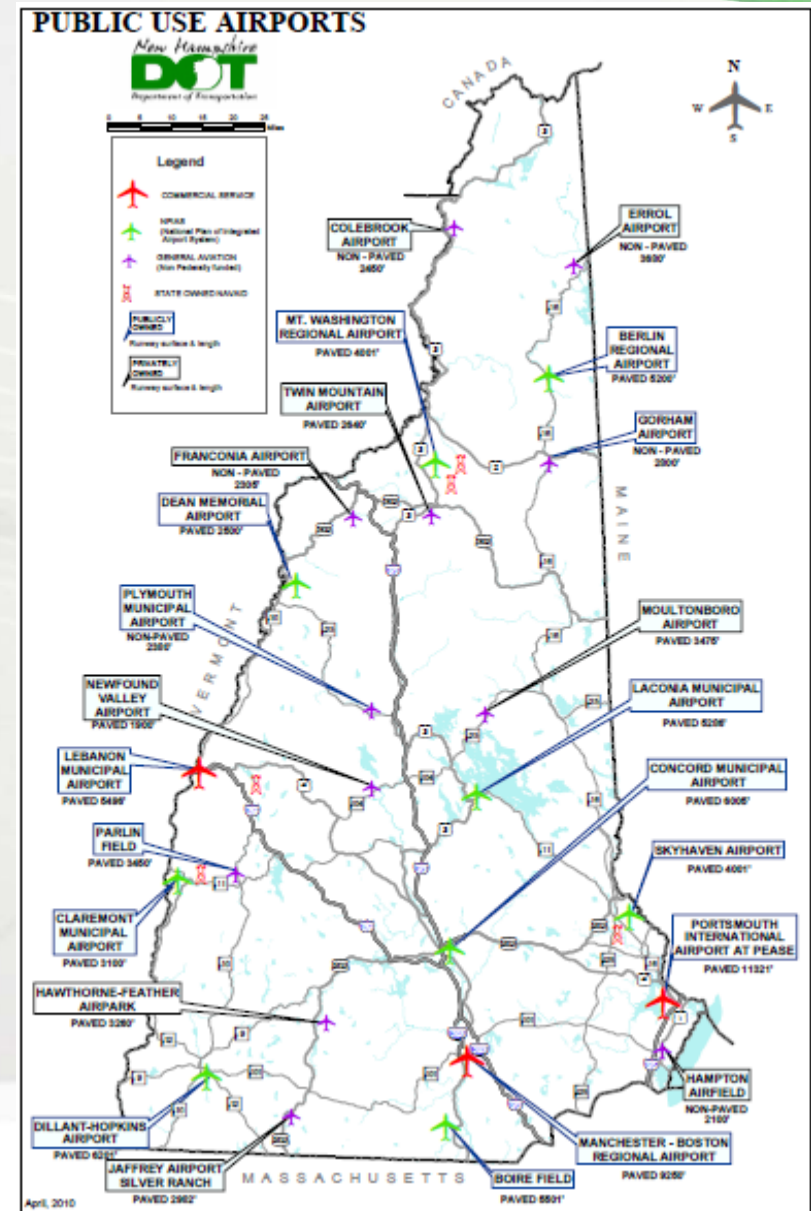
Currently 1,639 permanent employees: 17% fewer than in 1992

65% of Staff eligible for retirement in next 5 years

THE COLOR OF MONEY VARIOUS FUNDING CATEGORIES IN TYP

Airport Locations

- Federally Eligible Airports
 - 3 Commercial Airports (Portsmouth, Manchester & Lebanon)
 - 9 Publicly-Owned Airports (Berlin, Mt Washington, Dean Memorial, Laconia, Claremont, Skyhaven, Concord, Dillant-Hopkins & Boire Field)
- Non-Fed. Eligible Airports
 - 12 General Aviation (public & privately owned) Airports are not federally eligible

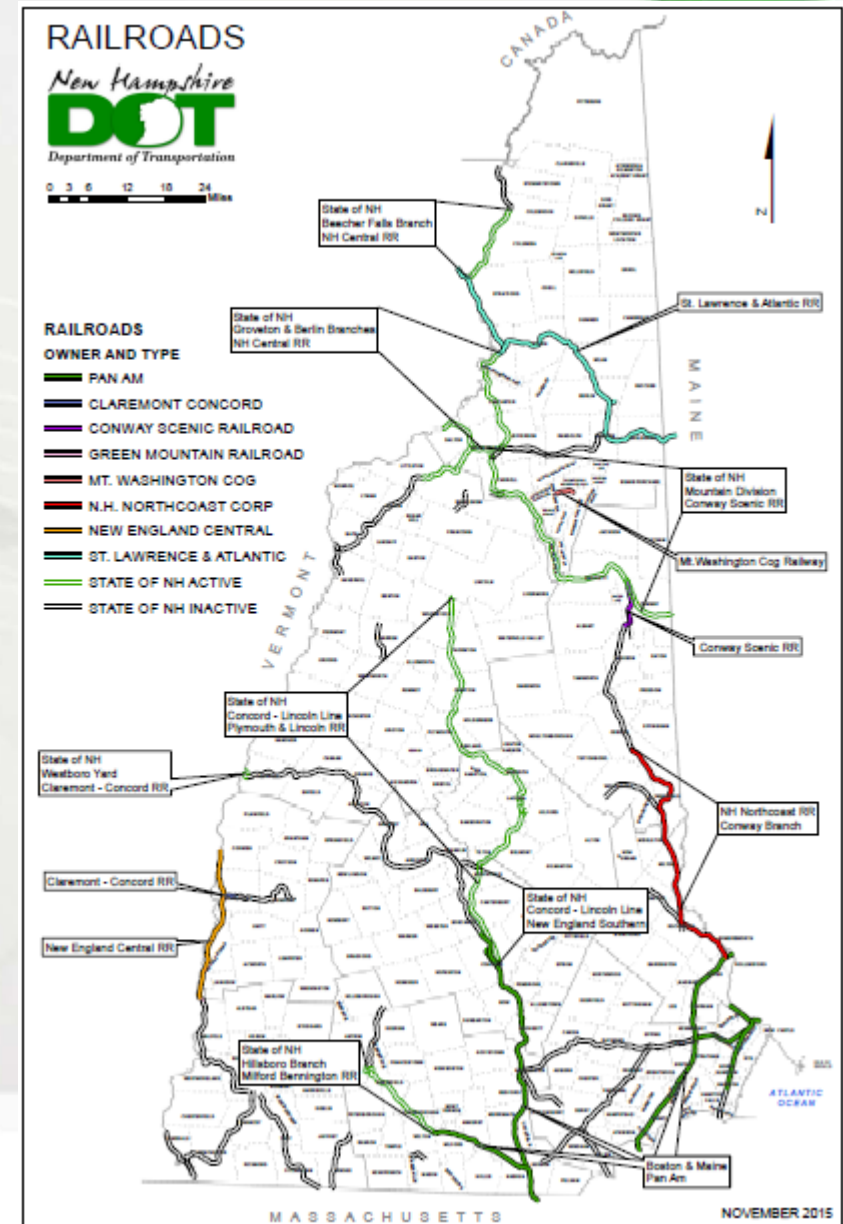


Airport Funding

- Total of \$260M programmed in approved TYP (ave. \$26M/yr)
- Funding primarily Federal Aviation Administration (FAA)
 - Grants Based (Discretionary, Entitlement & State Apportionment)
 - Formula Apportionment
 - Based on FAA Designated Priorities Nationally & Regionally
- Funding restricted for planning studies, preservation, modernization, or expansion of eligible airport facilities.
Funding cannot be transferred to other uses.
- NH eligible public-use airports, typically 90% FAA funds, 5% State funds & 5% local funds
- Funds follow through the Capital Budget process

NH Rail Corridors

- State-Owned Railroad Lines:
 - 203 miles of active track
 - 339 miles of abandoned / inactive rail lines
- NH has 6 Railroad Operators under agreement to operate services on state-owned lines
 - 4 freight services
 - 2 tourist services



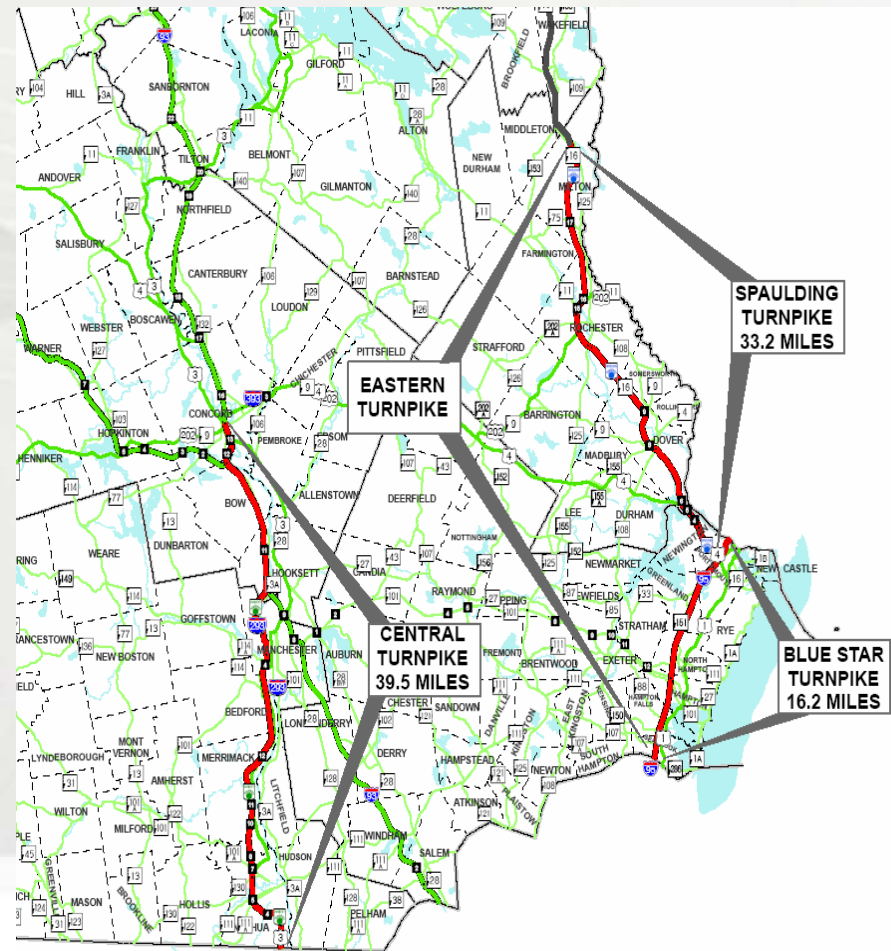
Rail Funding

- Total of \$10.5M programmed in approved TYP (ave. \$1.0M/yr)
- Special Railroad Funding (approx. \$600k/yr) primarily comes from lease agreements with private rail operators for use of State-owned rail corridors
 - Funds used for maintenance and construction on state-owned rail lines. **Funds cannot be used for other needs.**
- Railroad Revolving Loan Fund (\$1.5M every 3 years) is a State-bonded program per RSA 228:66-a for capital work on Class III and Cog Railroads
- Funds flow through DOT Budget



Turnpike System & Turnpike Funding

- 3 Turnpike Segments
- 89 Miles Long
- 170 Bridges
- 9 Toll Facilities
- Enterprise Fund – All Turnpike revenue must be used on the System.
- Turnpike Revenue pays for:
 - Operating & Maintenance Costs
 - Debt Service
 - R&R Work
 - Capital Improvements
- **FY16:** 118.3 million transactions
\$131 million operating revenue

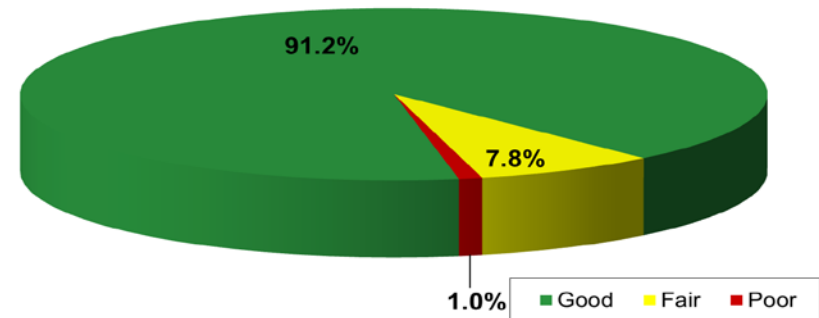


Turnpike Renewal & Replacement Funding

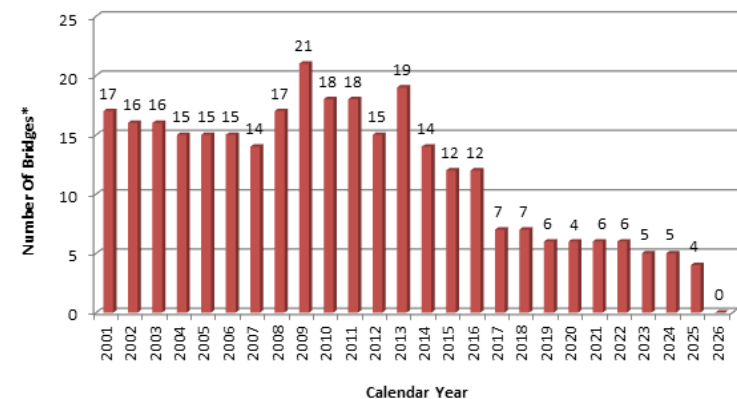
TRR Program

- Total of \$110.8M programmed in TYP (Average \$11M per year)
- Intent is to preserve, maintain, and upgrade existing Turnpike Infrastructure
- Bond Resolution Renewal & Replacement Requirement – ensure sound operation of Turnpike system
- HNTB completed Independent R&R report in January 2012
 - ❖ Annual Resurfacing Program (\$7M ±)
 - ❖ Annual Bridge Painting & Bridge Rehabilitation Work
 - ❖ Drainage & Culvert Repair
 - ❖ Guardrail Replacement & Signage Renovation
 - ❖ Toll Plaza & Building Maintenance

Turnpikes - 2015 Road Condition based on IRI
Interstates, Numbered Routes, and Unnumbered Roads



Turnpikes Red List Bridges



* Consistent with project funding and schedules in draft TYP 2017-2026

Turnpike Capital Improvements

Turnpike Capital Program

- Total of \$350M programmed in approved TYP (Annual Expenditures range from \$21M - \$58M)

Central Turnpike (FEET)

- Manchester Exit 4 Bridges along I-293: \$32.1 million (**completed 11/2016**)
- **Bedford ORT: \$8.6 million (FY17 & FY18 Construction)**
- **Nashua-Bedford FEET Widening from Exit 8 to I-293: \$71.0 million (FY22-FY24 Construction)**
- **Nashua-Bedford ITS Deployment along FEET: \$4.1 million (FY16 & FY17 Construction)**
- **Manchester Exit 6 Reconstruction & FEET Improvements : \$82.7 million** (Construction start FY24)**
- **Manchester Exit 7 Construction & FEET Improvements : \$18.6 million** (Construction start FY26)**
- **Bow-Concord I-93 Widening & Improvements from I-89 to Exit 16 : \$35.0 million** (Construction start FY25)**

Spaulding Turnpike

- Newington-Dover Expansion along Spaulding Turnpike – Exits 2 to 6
 - Rehab Existing Little Bay Bridge: \$21.9 million (**completion 9/2017**)
 - Dover Mainline & Exit 6 Reconstruction: \$58.1 million (FY17-FY21 Construction)
 - **General Sullivan Bridge Rehabilitation: \$31.7 million (FY19 – FY22 Construction)**
 - **Newington Spaulding Turnpike Maintenance Facility: \$6.0 million (FY20 Construction)**
- **Dover-Rochester Toll Plazas Reconstruction: \$26.4 million (FY21 & FY22 Construction)**
- **Dover-Somersworth-Rochester Exit 10 Feasibility Study: \$2.0 million (FY22)**

Blue Star Turnpike

- Hampton Falls-Hampton Bridge Replacement: \$16.0 million (**completion 5/2018**)
 - **Hampton Falls-Hampton Dam Removal/Replacement: \$2.5 million (FY19 & FY20 Construction)**
- **Capital Budget accounts are included in DOT Budget**

Key Facts About NHDOT

Bridges, Roads, Appurtenances

- 2,159 State Bridges
 - State Red List – 154 (7%)
 - State near red List – 289
- 1,687 Municipal Bridges
 - Municipal Red List – 344 (21 %)
- All bridges inspected every two years, red list bridges inspected more frequently
- Maintain approximately 4,600 centerline miles of roadway (additional 300 town maintained)
- Maintain more than 100,000 highway signs, 75 million feet striping, 430 traffic signals



State Highway Funded Programs

- State Aid Highway Program (\$2.5M/year)
 - Program created by Legislature to provide state funding for construction or reconstruction of state roads at Municipality request
 - Funded with \$1.7M/year Highway Funding
 - Requires 33% local match
 - 8 Project Locations Listed in approved TYP
 - Funding flows through the Department's Budget
- State Aid Bridge Program (\$8.5M/year)
 - Program created by the Legislature to provide state funding for construction or rehabilitation of municipal bridges
 - Funded with \$6.8M/year of SB367 Revenue
 - Requires 20% local match
 - 90 Municipal Bridges are estimated to be addressed in TYP period
 - Funding flows through the Department's Budget

**Average Municipal Bridge
Project Cost \$900k**

State Highway Funded Programs (con't)

- SB367 TIFIA Pledged Paving & Bridge Work
 - Program targeted to resurface poor & very poor Tier 3 & 4 roads, as well as address state owned red-list bridges
 - Funded with SB367 revenue totaling \$206M over TYP period
 - 1160 miles of paving on poor & very poor state roads will be completed
 - 23 red list bridges will be reconstructed or rehabilitated
 - Pledged paving and bridge work through FY25
- Betterment Program (\$22M/year)
 - Program created by the Legislature to provide state funding for highway construction, reconstruction & resurfacing and bridge construction, reconstruction, and maintenance for portions of the state's highway system **not supported with federal aid**
 - Includes District Resurfacing, Pavement Leveling/Shim Program, Bridge Repairs, Drainage, Traffic Signal Equipment & Discretionary Projects

TIFIA Program

- “Transportation Infrastructure Finance and Innovation Act”
- NHDOT submitted a Letter of Interest to USDOT/FHWA in January 2015
- Awarded Rural Rate of Finance (half the treasury rate and ultimately closed at 1.09% interest rate)
- Enables NH to finance \$200M remainder of I-93; pave 40 percent of NH rural roads and fix 23 red list bridges while costing NH \$20M less than financing \$200M for I-93 alone through capital markets
- Financial close May 24, 2016

TIFIA Program - \$200M Loan

10/12/16 SB 367 - AMENDMENT #2015-1810s BY THE SENATE AND HOUSE PASSED 2016-2017 BUDGET							
BUDGETARY ESTIMATES WITH TIFIA FINANCING							
Fiscal Year	\$0.042 Dedicated Road Toll Increase ¹	Municipal Block Grant Aid (12% PY Revenue)	Debt Service & Cost of Issuing Bonds Due on \$200M TIFIA Financing ² for I-93	Additional State Aid for Municipal Bridges	DOT Operating Budget	Transfer from FY 16 savings in Operating ⁴	TIFIA Pledged Paving and Bridge Repair ³
2015 Actual	\$34,317,587	-	100,000.00	\$9,117,587	-		\$25,100,000
2016 Actual	\$34,686,888	\$4,118,110	\$284,354	\$6,800,000	\$8,300,000		\$15,184,423
2017 Budget	\$34,425,781	\$4,162,427	\$888,337	\$6,800,000	\$8,300,000	\$4,000,000	\$18,275,017
2018	\$34,343,750	\$4,131,094	\$830,987	\$6,800,000	-		\$22,581,669
2019	\$34,343,750	\$4,131,094	\$1,396,683	\$6,800,000	-		\$22,015,973
2020	\$34,369,736	\$4,121,250	\$1,907,531	\$6,800,000	-		\$21,540,955
2021	\$34,369,635	\$4,124,368	\$2,163,081	\$6,800,000	-		\$21,282,186
2022	\$34,369,533	\$4,124,356	\$2,195,000	\$6,800,000	-		\$21,250,177
2023	\$34,369,432	\$4,124,344	\$2,195,000	\$6,800,000	-		\$21,250,088
2024	\$34,369,330	\$4,124,332	\$2,197,986	\$6,800,000	-		\$21,247,012
2025	\$34,369,229	\$4,124,320	\$2,192,014	\$6,800,000	-		\$21,252,895
2026	\$34,369,128	\$4,124,307	\$23,405,706	\$6,800,000	-		\$39,115
2027	\$34,369,026	\$4,124,295	\$23,405,706	\$6,800,000	-		\$39,025
2028	\$34,368,925	\$4,124,283	\$23,405,706	\$6,800,000	-		\$38,936
2029	\$34,368,824	\$4,124,271	\$23,405,706	\$6,800,000	-		\$38,847
2030	\$34,368,722	\$4,124,259	\$23,405,706	\$6,800,000	-		\$38,757
2031	\$34,368,621	\$4,124,247	\$23,405,706	\$6,800,000	-		\$38,668
2032	\$34,368,519	\$4,124,235	\$23,405,706	\$6,800,000	-		\$38,578
2033	\$34,368,418	\$4,124,222	\$23,405,706	\$6,800,000	-		\$38,490
2034	\$34,368,317	\$4,124,210	\$23,405,706	\$6,800,000	-		\$38,401
TOTAL	\$687,653,151	\$78,404,024	\$227,002,327	\$138,317,587	\$16,600,000	4,000,000.00	\$231,329,213

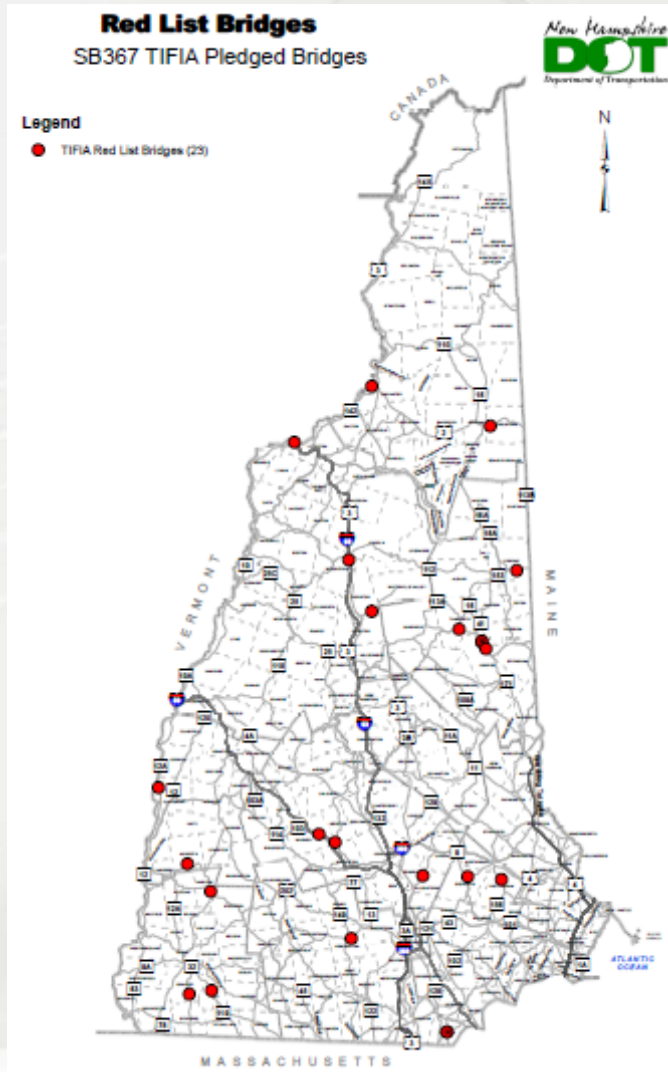
¹ - For FY 2016 - FY 2017, Approved Budget as passed Chapter 275 Laws of 2015; FY 2018-2019 provided by the Department of Safety, assumes a 0.0003% decrease each year thereafter.

² - Actual/Projected debt service based on loan closing 5/24/2016.
 - \$200M TIFIA Financing; 9 year deferral period for principal payments
 - All-In True Interest Cost = 1.09%
 - Includes \$15,000 annual TIFIA Administrative Fee.

³ - Pursuant to SB367 requirements, funds identified will be allocated based on RSA 235:23-a, Highway and Bridge Betterment Account. TIFIA Pledged Work primarily includes work in 2016 thru 2025

⁴ - Savings realized in Highway Maintenance in FY2016 transferred to TIFIA Pledged Paving and Bridge Repair pursuant to CH 0324:10 L16.

SB367 & TIFIA Impact



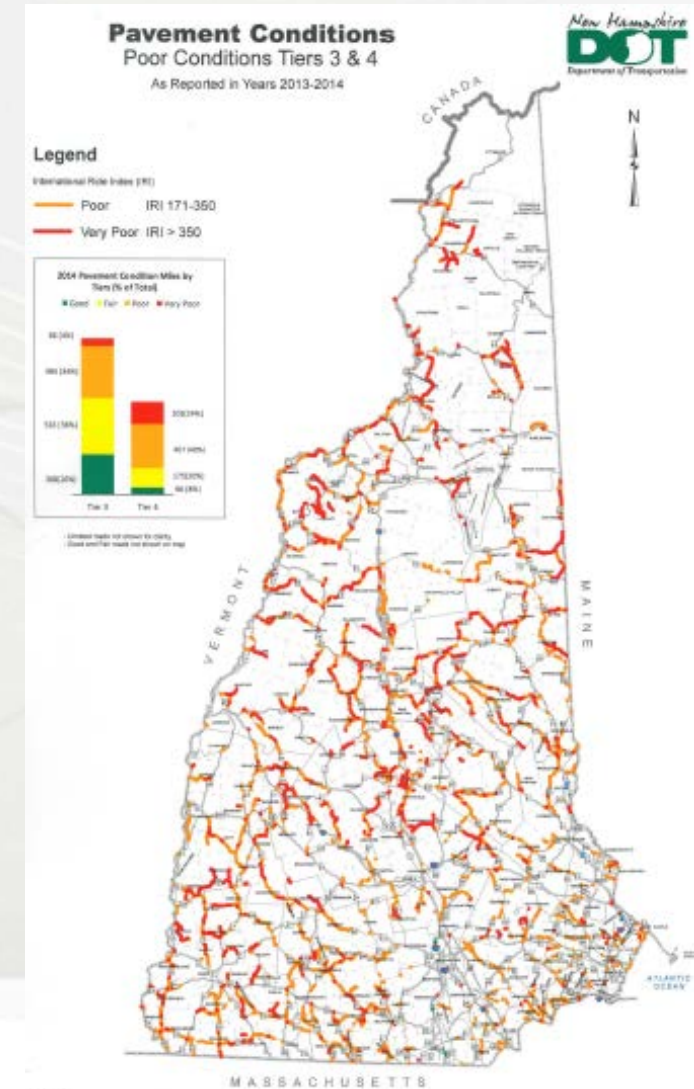
Statewide Impact

**\$206M of Pledged
Bridge & Paving
Work**

**23 Red List
Bridges**

**1160 Miles of
Tier 3 & 4 Poor
& V. Poor Roads**

**\$200M Loan for
I-93 Completion**



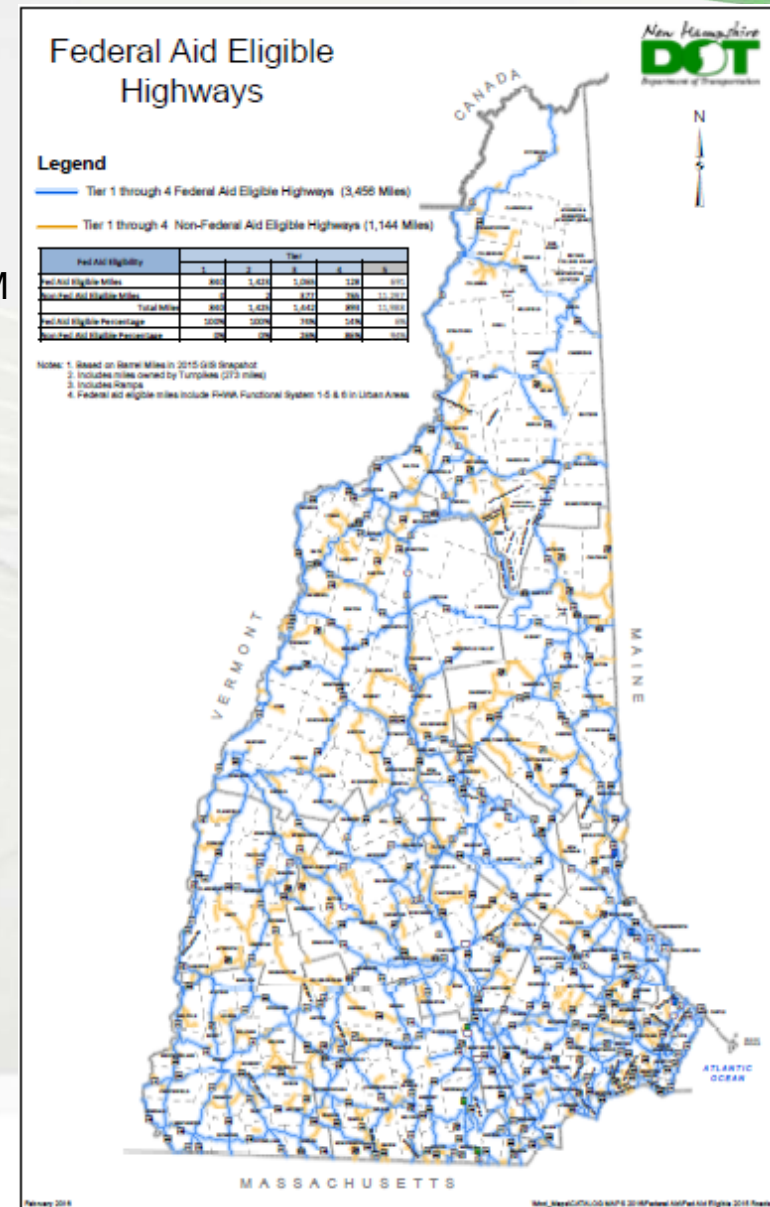
Betterment Program Funding Distribution

Program Name & Description	Target Budget	District Distribution
District Resurfacing	\$13.5M	\$2.25M/District
Pavement Leveling & Shim Program	\$2.4M	\$400k/District
Reconstruct Secondary Roads	\$0.0M	
Guardrail Repair & Replacement	\$0.0M	
District Force Account Work	\$1.2M	\$200k/District
Bridge Repairs / Rehabilitation / Preservation	\$2.25M	
Drainage	\$0.5M	
Traffic Signal Equipment	\$0.1M	
Discretionary Projects (Emergency Repairs)	\$2.1M	
TOTAL	\$22.0M	

Per RSA 235:23-a , after 12% is removed for Municipal Block Grant Aid, 2.6 cents of the road toll is placed in the restricted Betterment Account.

Federal Aid Program

- **Core Federal Programs (FAST Act)**
 - National Highway Performance Program (NHPP) - \$96M
 - Surface Transportation Program (STP) - \$44M
 - Set Aside For Transportation Alternative Program - \$2.6M
 - Set Aside for Recreational Trails Program - \$1.3M
 - Highway Safety Improvement Program (HSIP) - \$9.4M
 - Railway-Highway Crossings Program (RCS) - \$1.1M
 - Congestion Mitigation & Air Quality Improvement Program (CMAQ) - \$10.5M
 - Metropolitan Planning (MP) - \$1.6M
 - National Freight Program (NFP) - \$4.6M
- **Formula Allocation**
- **Each Federal Program contains specific requirements on eligible uses**
- **Federal Formula Funding ranges \$171M/yr - \$183M/yr**
- **Federal Funds flow through DOT Budget**



Turnpike Toll Credits

- Turnpike Toll Credits
 - Earned when state funds (Turnpike toll revenue) are used to construct, reconstruct, rehabilitate, and/or maintain facilities that serve interstate commerce (entire Turnpike System is eligible). Essentially all Turnpike Capital Program and Turnpike RR Program expenditures qualify
 - In essence toll credits are a “soft match” that allow 100% federal funds to be used on a non-Turnpike project
 - All Federal Aid Projects in the draft TYP that require a state match are proposed to use toll credits
 - At the end of FY16, toll credit balance (surplus) was \$300.8M.
- Pros
 - Provides the ability to fully utilize federal funds when no state cash match is available. Otherwise, federal funds could not be accepted for projects
- Drawbacks
 - Use of Toll Credits to match federal program reduces the program by 25% (i.e. if State Highway funds were available as the 20% match to the federal program, \$171M of federal highway funds would amount to a \$214M program)

Turnpike Toll Credits - projected

State Fiscal Year	EXPENDITURES						Criteria	STATUS OF TPK TOLL CREDIT				
	Construction	Renewal & Replacement	Total (original)	Prior 3 Year Average	Prior 2 Year Average	Two Year Rule	TPK Credit Available	TPK Credit Approved		Adjustments made 4/28/2014	TPK Credit and Retro Processed	Balance
	7500's series	7025	(B + C)	Avg (D)	Avg (D)	Avg 2 yrs *130%	If D > E	FHWA Letter			Warehouse	I(prior)+G-H
2003	10,242,504	7,279,741	17,522,245	17,729,406			NO	-			11,143,208	37,646,248
2004	19,437,590	5,106,610	24,544,200	15,490,827			YES	24,544,200			-	62,190,448
2005	16,646,496	3,273,139	19,919,635	18,247,941			YES	20,005,861		(86,226)	-	82,110,083
2006	16,712,024	4,341,535	21,053,559	20,662,027			YES	21,523,823		(470,264)	-	103,163,642
2007	4,466,585	7,672,822	12,139,407	21,839,131			NO	-		-	-	103,163,642
2008	8,510,844	11,695,374	20,206,218	17,704,200			YES	21,018,994		(812,776)	5,818,574	117,551,286
2009	25,530,070	8,487,448	34,017,518	17,799,728			YES	34,409,100		(391,582)	21,073,510	130,495,294
2010	64,996,821	7,976,079	72,972,900	22,121,048			YES	73,905,404		(932,505)	40,370,571	163,097,622
2011	50,518,741	13,438,791	63,957,532	42,398,878			YES	63,546,138		411,394	31,262,607	195,792,547
2012	49,171,818	7,251,333	56,423,151	56,982,650	48,987,525	63,683,783	YES	56,423,151			29,059,402	223,156,296
2013	73,176,773	10,960,754	84,137,527	64,451,194			YES	84,137,527			29,820,020	277,473,804
2014	50,284,145	11,134,256	61,418,401	68,172,737	60,190,342	78,247,444	YES	61,418,401			29,462,964	309,429,241
2015	27,666,111	8,005,380	35,671,491	67,326,360	58,920,776	76,597,009	NO	-			26,201,171	283,228,070
2016	42,085,820	7,898,612	49,984,433	60,409,140	48,544,946	63,108,430	YES	49,984,433			32,387,048	300,825,455
2017	39,130,000	10,044,000	49,174,000	49,024,775			YES	49,174,000			30,000,000	319,999,455
2018	39,630,000	12,550,000	52,180,000	44,943,308			YES	52,180,000			30,000,000	342,179,455
2019	31,490,000	14,000,000	45,490,000	50,446,144	49,579,216	64,452,981	NO	-			30,000,000	312,179,455
2020	36,580,000	10,400,000	46,980,000	48,948,000	47,332,000	61,531,600	NO	-			30,000,000	282,179,455
2021	39,530,000	10,600,000	50,130,000	48,216,667			YES	50,130,000			30,000,000	302,309,455
2022	38,140,000	10,800,000	48,940,000	47,533,333			YES	48,940,000			30,000,000	321,249,455
2023	26,000,000	11,000,000	37,000,000	48,683,333	47,960,000	62,348,000	NO	-			30,000,000	291,249,455
2024	44,500,000	11,300,000	55,800,000	45,356,667			YES	55,800,000			30,000,000	317,049,455
2025	35,900,000	11,500,000	47,400,000	47,246,667			YES	47,400,000			30,000,000	334,449,455
2026	57,500,000	11,700,000	69,200,000	46,733,333			YES	69,200,000			30,000,000	373,649,455

FY 2016 Advertisement Schedule & Construction Program

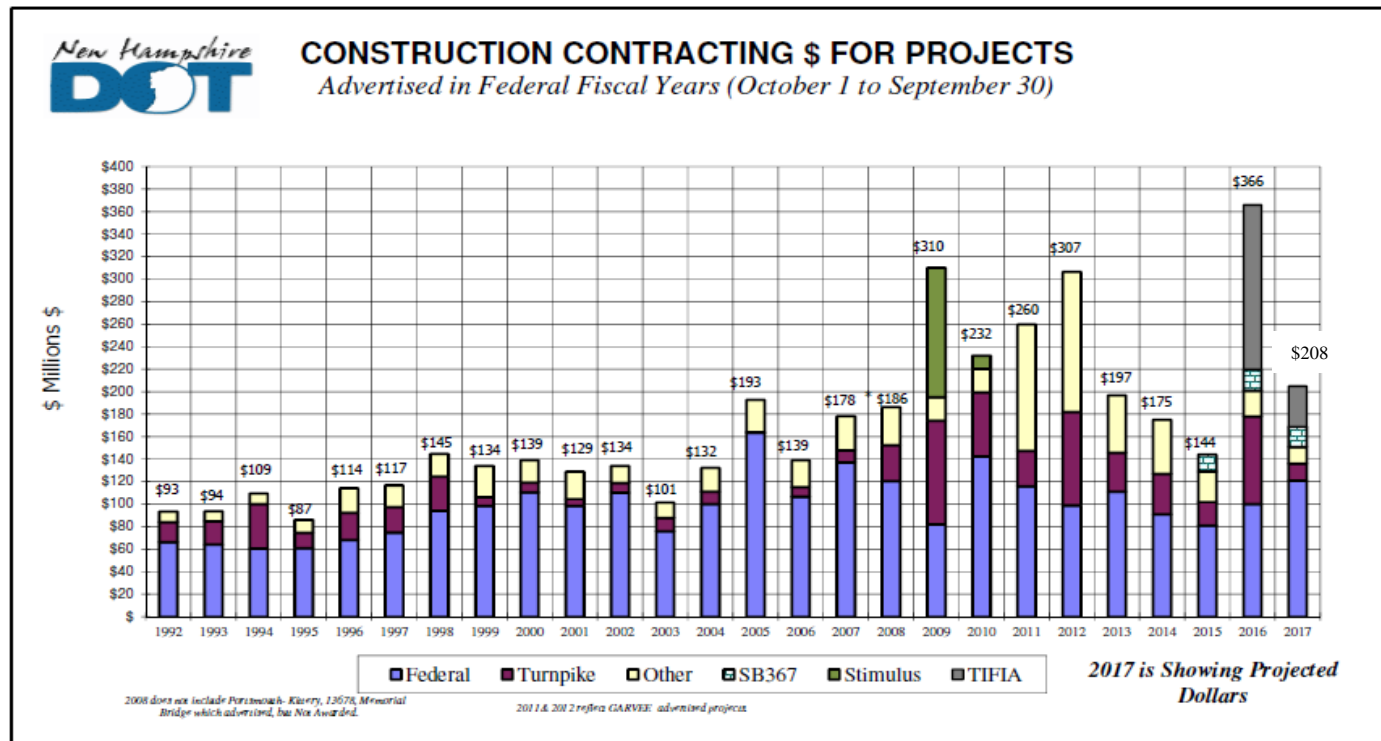
2016 Advertisement Schedule

99 Projects Advertised for Bids in FFY16 Totaling \$366M

- \$100M Federal (\$17.4M in Federal Redistribution Funds Rec'd in September)
- \$77M Turnpike
- \$19M Betterment
- \$20M SB367
- \$146M TIFIA
- \$4M Other

**FFY16 - Highest Contract
Value Advertised in
Department's History**

<http://www.nh.gov/dot/org/projectdevelopment/planning/documents/FinalAdSchedule2016.pdf>



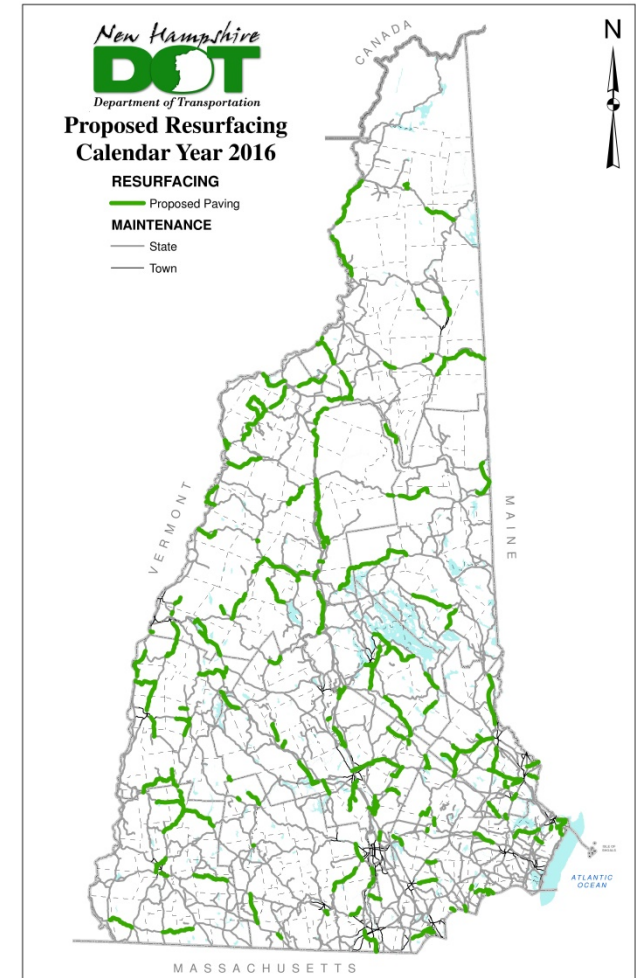
2016 Paving Program

CY2016 Statewide Paving Program

- 194 locations, 693 miles totaling \$70.4M
- Federal, Betterment, Turnpike & SB367 Funding

• Non-Turnpike Resurfacing	544
• Reconstruction/Rehabilitation	18
• Turnpike Resurfacing	18
Sub-Total	580 miles
• Crack Sealing	113 miles
Total	693 miles

http://www.nh.gov/dot/org/projectdevelopment/planning/amps/documents/map_2016_prop_paving.pdf



2016 Bridge Program

CY2016 Statewide Bridge Program

- 2159 State Bridges, 154 Red List Bridges
- 11 Red List Bridge Projects Advertised in FY16 - \$26M
- 16 Red List Bridges are under Construction - \$132M
- 11 Red List Bridges were rehabilitated by Bridge Maintenance - \$2.3M
- By end of CY2016, expect 17 Red List Bridges to be added and 20 Red List Bridges will be removed.
- In addition, 22 Projects were advertised in CY2016 to undertake bridge preservation and rehabilitation work on 56 bridges totaling \$34M

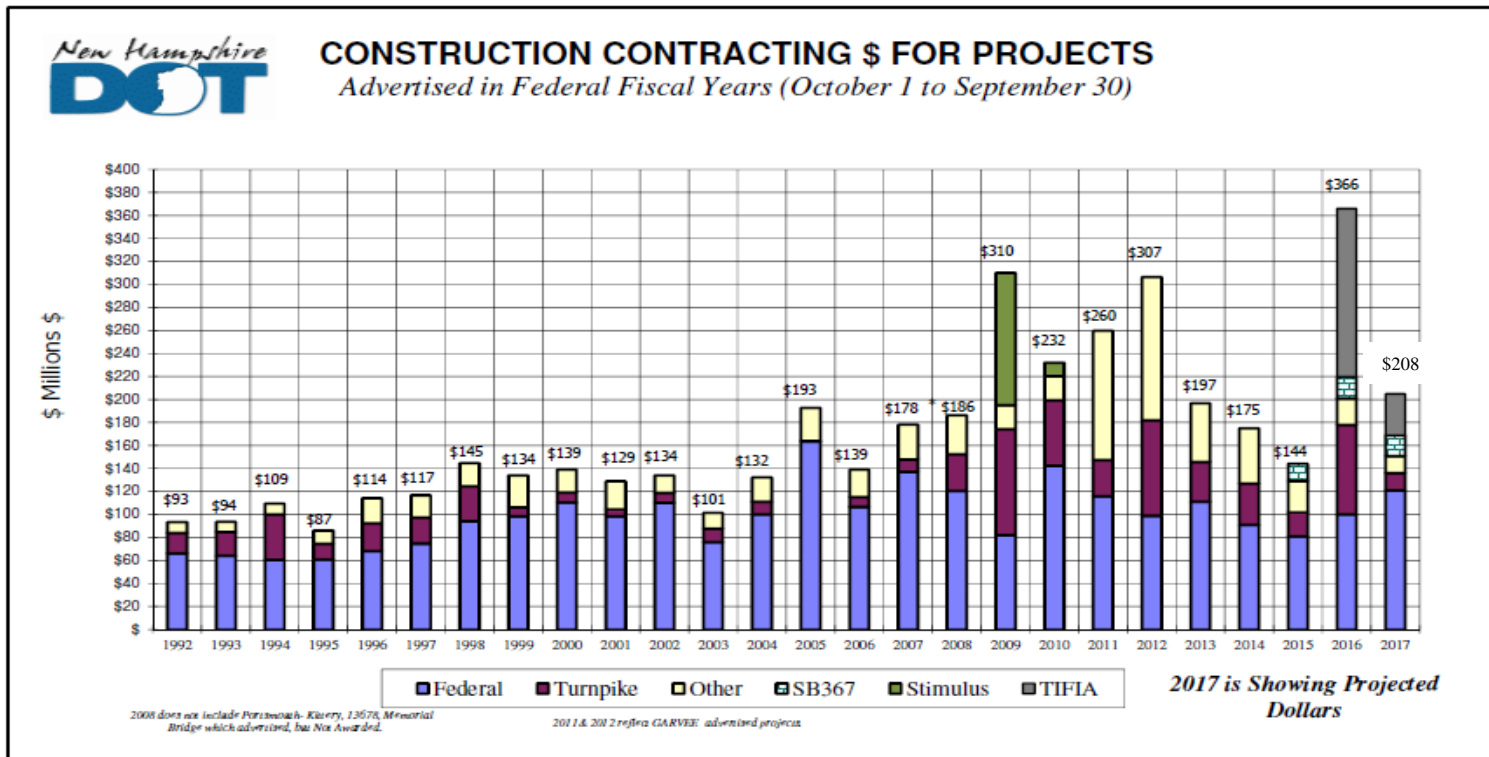


FY 2017 Advertisement Schedule & Look Ahead

2017 Advertisement Schedule

63 Projects Advertised for Bids in FFY17 Totaling \$208M

- \$125M Federal
- \$ 15M Turnpike
- \$ 12M Betterment
- \$ 12M SB367
- \$ 34M TIFIA
- \$ 10M Other - Additional 10 Projects On-shelf in FFY17 Totaling \$25M

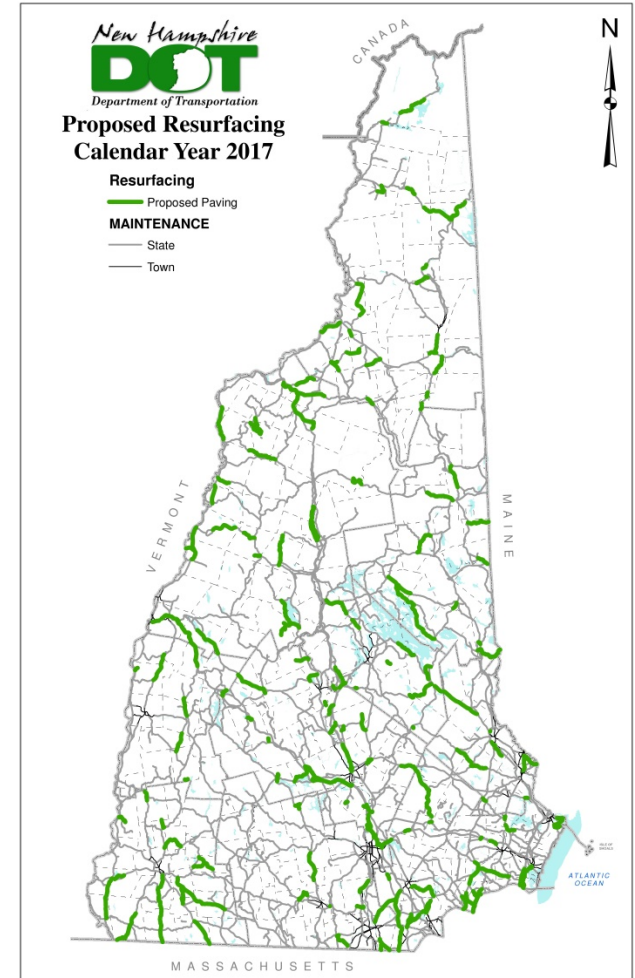


2017 Paving Program

CY2017 Statewide Paving Program

- 199 locations, 677 miles totaling \$101.3M
- Federal, Betterment, Turnpike & SB367 Funding

• Non-Turnpike Resurfacing	531
• Reconstruction/Rehabilitation	49
• Turnpike Resurfacing	16
Sub-Total	596 miles
• Crack Sealing	81 miles
Total	677 miles



1/12/2017

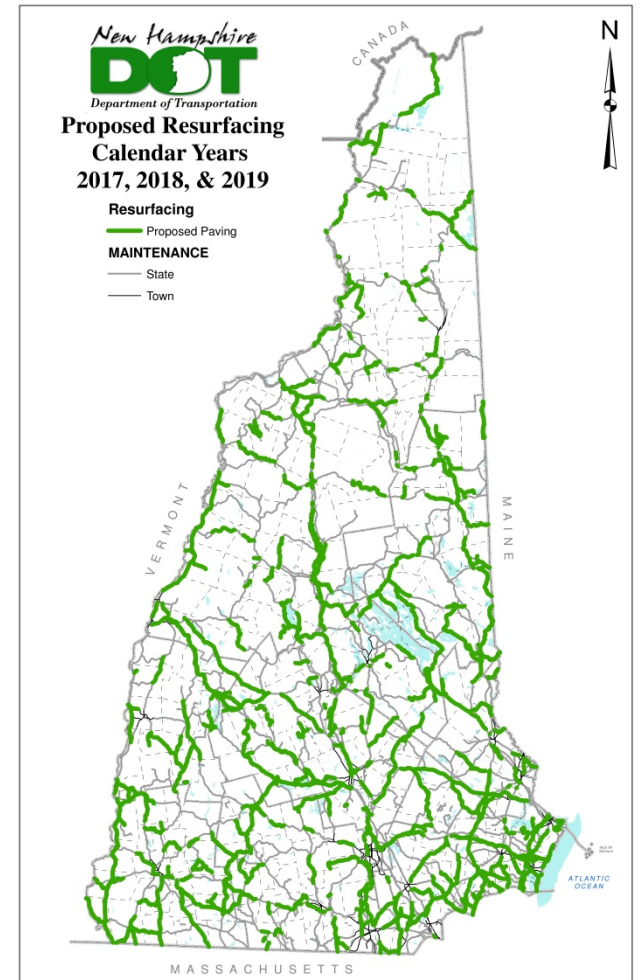
2017-2019 Paving Program

CY2017 – CY2019 Statewide Paving Program

- Crack Sealing, Preservation, Roughness, Light Capital Paving & Rehabilitation
- 559 locations, 1,949 miles totaling \$242.2M
- Federal, Betterment, Turnpike & SB367 Funding

YEAR	SECTIONS	LENGTH	BUDGET
2017	199	677	\$101,300,000
2018	159	633	\$62,695,000
2019	201	639	\$82,872,212
Total	559	1,949	\$246,867,212

Note: CY 2019 assumes funding as shown in the Ten-Year Plan plus an additional \$16M of on-shelf work (depending on future funding availability).

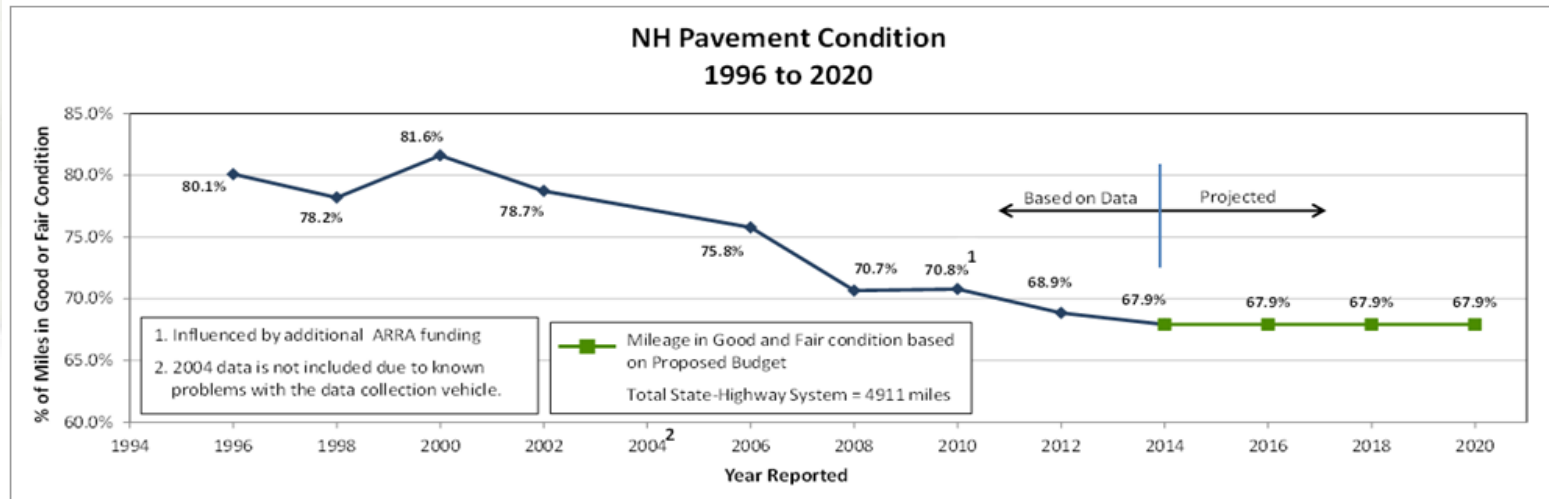
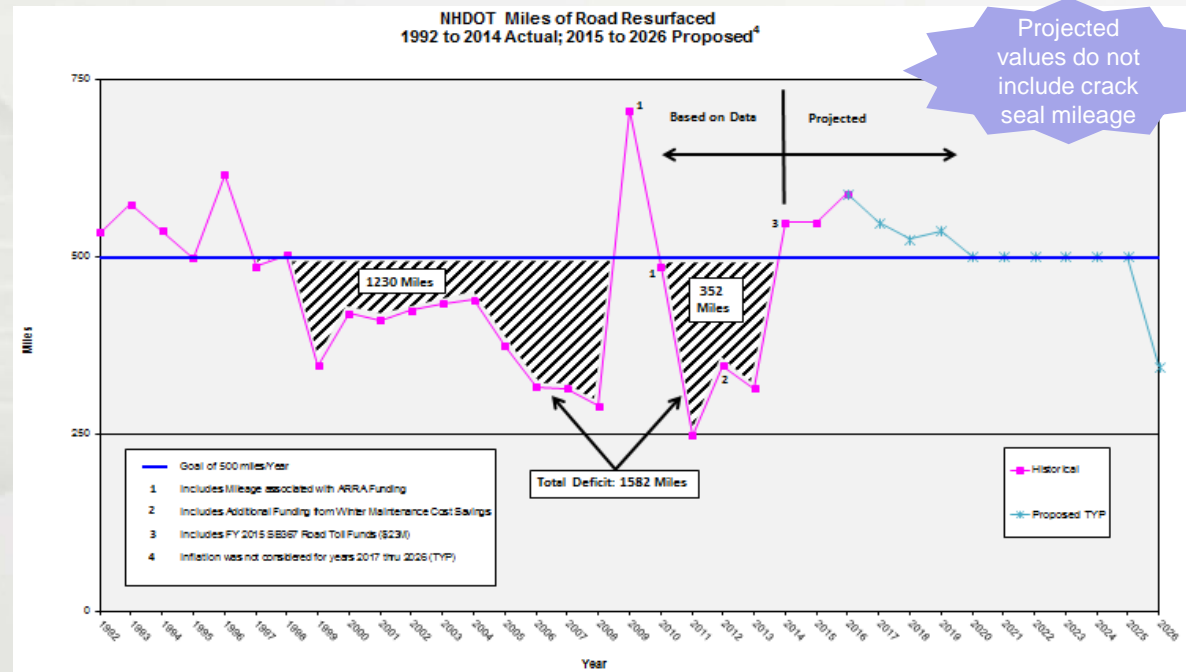


1/13/2017

A Look Ahead – Road Condition

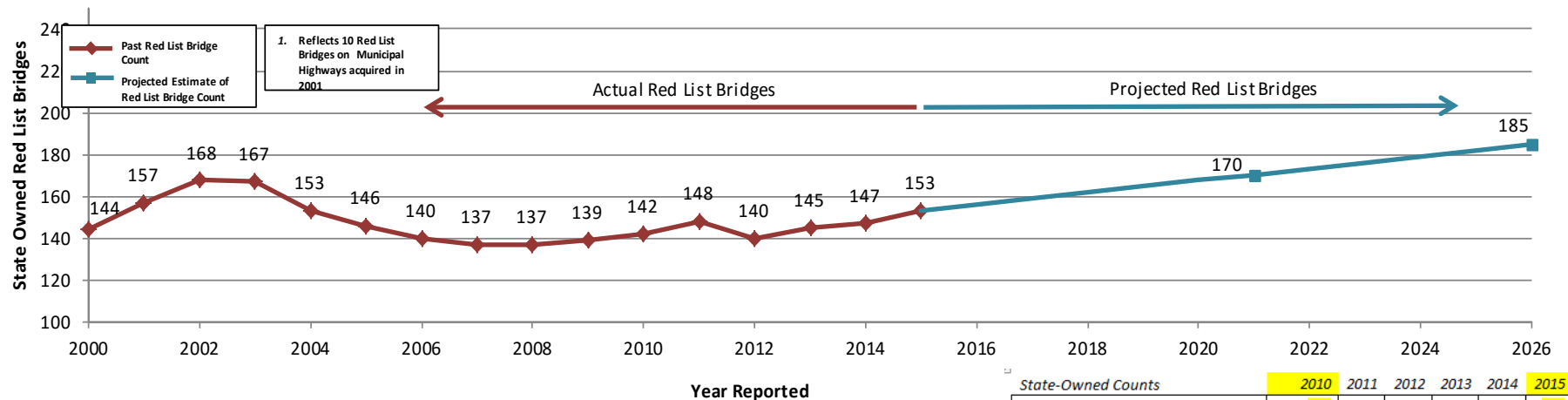
Based on current level of investment in approved TYP

- Overall Pavement condition is expected to remain unchanged
- Past years backlog of deficit paving has reduced the state's overall pavement condition from a high of 81.6% of roads in good or fair condition to a current and projected level of 67.9%



A Look Ahead – State Bridge Condition

State Owned Red List Bridges (2000-2026)



State-Owned Counts	2010	2011	2012	2013	2014	2015
Red List Bridges ("4" or less)	142	148	140	145	147	153
Pink List Bridges ("5")	249	257	262	265	281	289
Good & Fair Bridges ("6" thru "9")	1706	1704	1715	1717	1704	1694
Black Count (non-hwy/closed)	30	27	26	26	23	23
Total State-Owned Count	2127	2136	2143	2153	2155	2159

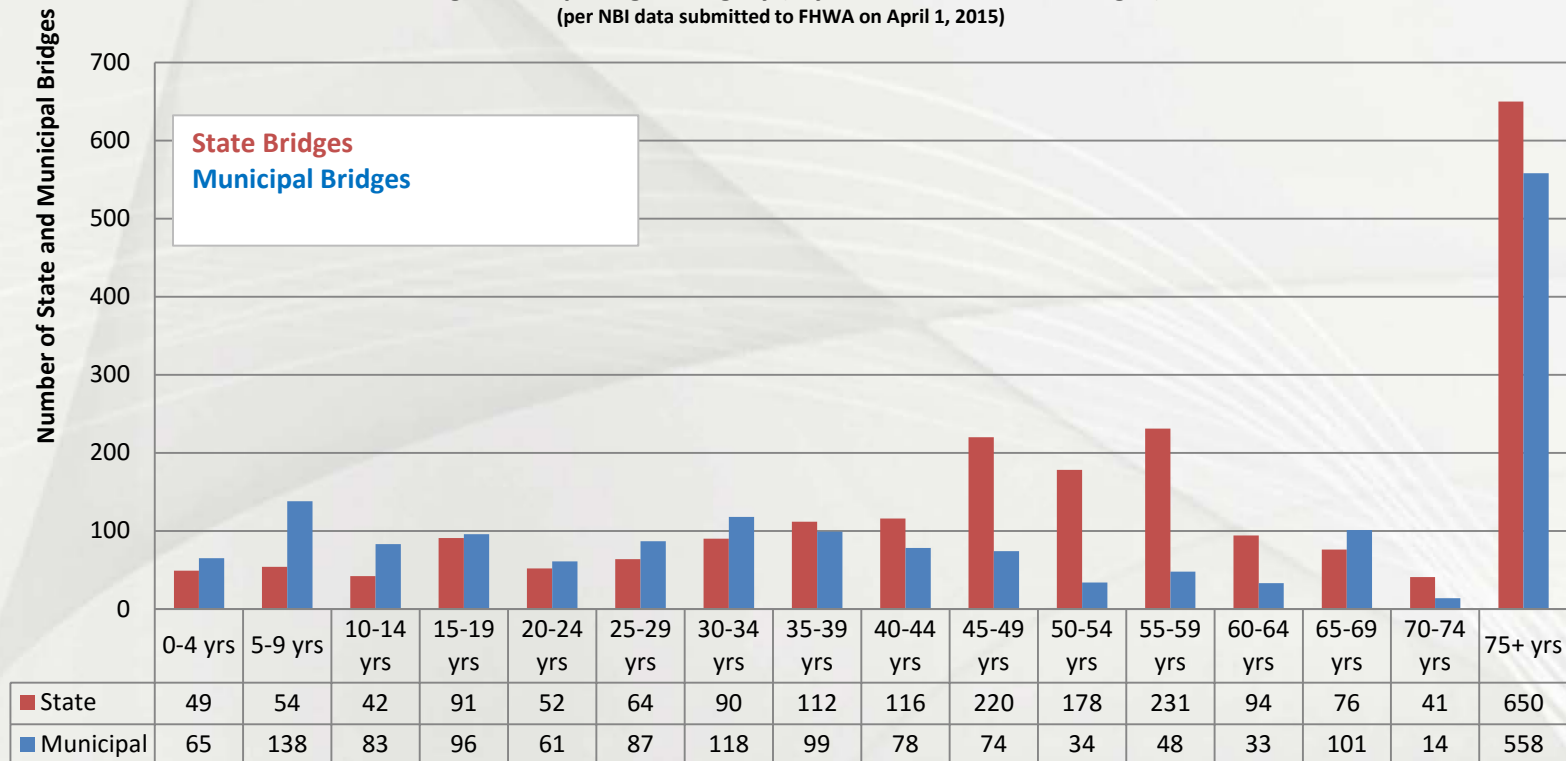
Based on current level of investment in approved TYP

- Number of State Red List Bridges (SRL) - which is representative of bridges in poor condition (rating of 4 or lower) **is expected to increase**
- Higher number of “pink list” bridges (rating of 5) today than 5 years ago

- Current SRL bridge total - **153**
- Bridges added to SRL by 2026 - **276**
 - 23 Bridges added annually over last five years – extrapolated to 2026 projects to 276 bridges
- Bridges expected to be removed from SRL by 2026 - **244**
 - **132** removed by Bridge Maintenance forces
 - **112** removed under TYP

State & Municipal Bridge Age

Bridge Count per Age Category (5-year Increments, All Bridges)
(per NBI data submitted to FHWA on April 1, 2015)

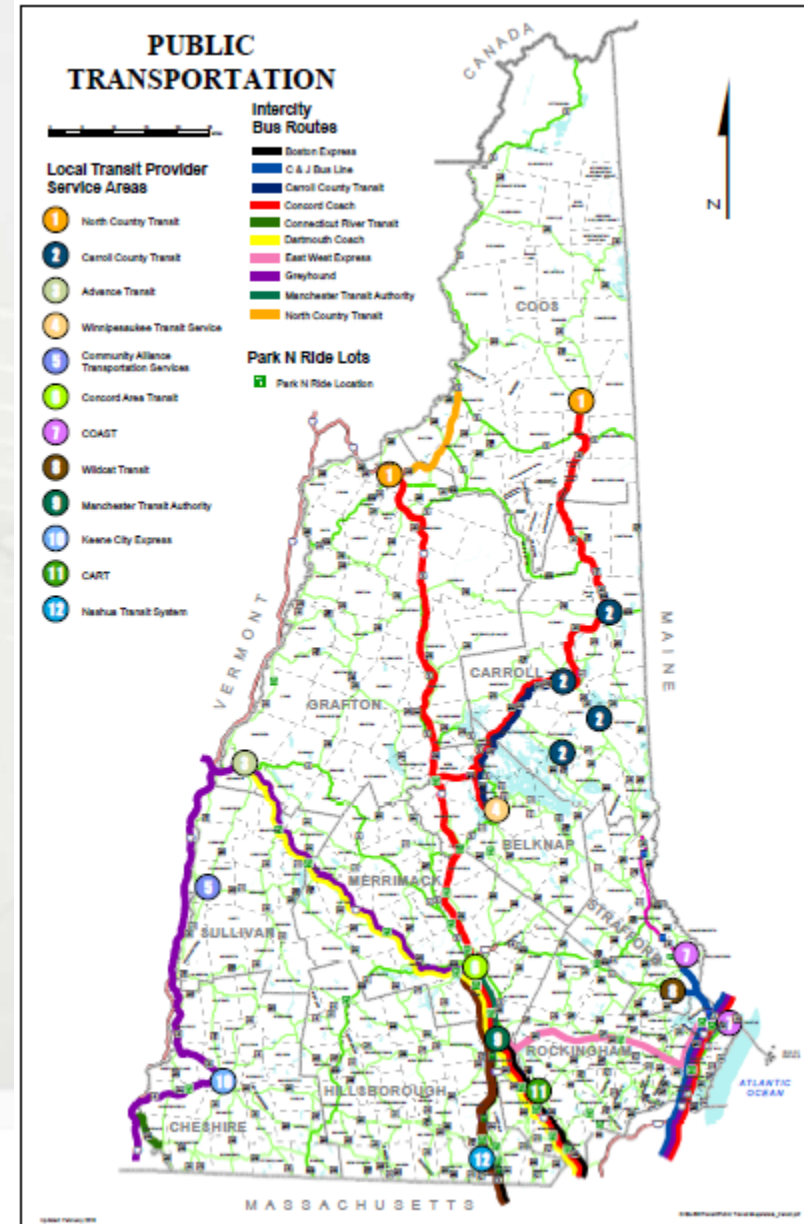


- **Of the 3,846 State & Municipal Bridges, 1,208 are 75 years or older**
 - 2,159 State Bridges – 650 are 75 years or older
 - 1,687 Municipal Bridges – 558 are 75 years or older
- **Major Looming Liability if we do not invest in bridge maintenance and preservation efforts.**

State's Transit Services

Transit Funding

- Total of \$324M programmed in approved TYP (average \$32M/yr)
- Funding primarily Federal Transit Administration (FTA)
- Funding restricted for transit services (i.e. capital, operating & planning). **Funding cannot be transferred to other uses.**
- Portion of FTA funds flow through DOT Budget
- 12 Local Public Transit Systems
- Intercity/Commuter Service
 - Boston Express
- Community Transportation (Human Service/Volunteer Drivers)



Boston Express Bus Service: State of NH's Commuter Bus Service

- Provides transit options along I-93 and the F.E. Everett Turnpike with a fleet of 24 state-owned commuter coaches
- Record ridership of 599,450 in SFY 2016
- I-93 service initiated as an environmental commitment for the I-93 expansion project.
- Managed & operated under contract by Concord Coach Lines, Inc. dba Boston Express Bus



State-owned Bus Terminals Operated & Utilized by Boston Express Bus

- North Londonderry I-93 Exit 5
- South Londonderry I-93 Exit 4
- Salem I-93 Exit 2
- Nashua FEE Exit 8



Other State Affiliated Intercity & Commuter Bus Service

C&J Bus Lines

- Operates eight (8) state-owned commuter coaches
- Operates & manages the Portsmouth Transportation Center and Dover Bus Terminal under separate five-year operating agreements.



Other State Affiliated Intercity & Commuter Bus Service (cont.)

Concord Coach Lines

- Operates State-subsidized rural intercity connector service from Littleton & Berlin to Concord.
- Operates & manages the Concord Intermodal Facility under a five-year operating agreement.



The Future of Boston Express Service & State-owned Bus Terminals

SFY 18-19 – Consultant Study

Boston Express Bus Service:

- State and private partnership for B/X service?
- Level of service after the I-93 expansion completion?

State-owned Bus Terminals:

- Long term leases or continued 5 year operating agreements for the bus terminals?
 - Pay for parking?
 - Parking capacity?

Questions / Comments